17. Civil Justice:—The main feature of the administration of civil justice was the increase of congestion of work in all classes of the Civil Courts. To meet the evil; the Temporary Second Judge in the Quilon District Court was retained throughout the year, two Additional Judges were appointed to the Alleppey District Court for a period of five months, a Second Additional Judge was appointed to the Quilon Court for a period of three months and a Temporary Additional Munsiff to Thiruvella. Since the close of the year, Government had to proceed further in the same direction. A Third Judge was appointed to the Trivandrum Court and also three more Temporary Munsiffs. The High Court have submitted comprehensive proposals for the thorough re-organisation of the Civil Judicial Department, so as to meet the increasing volume of work. The proposals are now before Government and orders would be passed on them soon.

Public Works.

18. Outlay:—There was a substantial increase in the outlay on public works, the aggregate expenditure rising from Rs. 20,17,000 to Rs. 23,79,000, in other words, by over 3½ lacs of rupees. Of the outlay of Rs. 23,79,000, the Chief Engineer spent Rs. 20,87,000 and the Maramat Department Rs. 2,92,000. Of the increase of 3½ lacs of rupees, the Kodayar accounted for about a lac of rupees. The remaining portion of the increase was under ordinary public works. Notwithstanding the increased expenditure of the year, His Highness' Government were not able to meet satisfactorily the demand made on them for new works. Government are anxious to take advantage of the returning financial prosperity of the State to push forward the construction of new roads in the Kottayam and Quilon Divisions, but the staff of the Chief Engineer's Department, as it now stands, is unable to spend satisfactorily more than about 21 lacs of rupees. The question whether the Department should not be strengthened, at least temporarily, to enable it to get through the arrears of work in North Travancore, is engaging consideration.

Railway.

19. The Quilon-Shencotta Railway:—The Railway from Shencotta to Quilon continued to work at a loss, the guaranteed interest paid by the State during the year being Bh. Rs. 1,88,000. This Railway was constructed, for the Travancore State, by the S. I. R., out of funds raised by the latter, on the responsibility of the former, by means of debenture loans. The capital liability on this account is Rs. 118 lacs, and the guaranteed interest on this sum averages over 3½ per cent. The line has not yet paid in any year even two per cent on the capital outlay. Some time ago, His Highness' Government appointed a Committee to enquire into and report, among other things, on the best means for developing the traffic of the Railway. The report of the Committee has been recently received, and one of the recommendations made by them is that there should be some disafforestation on both sides of the Railway line, between Punalur and Shencotta, to admit of the extension of cultivation. It has been urged by the Committee that, unless the country on either side of the line becomes a cultivated and populated one, the Railway would not pay. The suggestion will receive due consideration.

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